No. 1052.—Vol. 41. SEPT. 10, 1881.

THE PENNY ILLUSTRATED PAPER AND ILLUSTRATED TIMES

REGISTERED AT THE GENERAL POST-OFFICE AS A NEWSPAPER.

FOUNDERING OF THE TEUTON, AND LOSS OF OVER 200 LIVES.—[See Page 166.]

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giving a well-studied picture of the Parliamentary War as fought out in and around the Forest of Dean, will be shortly commenced by

CAPTAIN MAYNE REID

in

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CAUTION.—BOND'S CRYSTAL PALACE GOLD MEDAL MARKING INK.—Permit in Bond's Crystal Palace Marking Ink, prepared by Daughter of late John Bond.—Works, 75, Southampton-road, London. No heating required. See actions for selling colourable imitations, 1876-7.

The Penny Illustrated Paper.

SATURDAY, SEPTEMBER 10, 1881.

OUR LONDON LETTER.

SIR STAFFORD NORTHCOTE, as Leader of the Conservative Commons, is playing a game familiar to the Tories. He is running with the hare and hunting with the hounds. "Letting I dare not wait upon I would, like the cat i' the adage," he gave voice to this yea-nay statement at Sheffield, "I have always been a free trader, and I am a free trader now; but I desire to see free trade universal and *fair*." By which artfully-conceived sentence, Sir Stafford Northcote hopes to retain the confidence of the great Free Trade majority, and at the same time to catch the unsound political economists, who are in favour of the revival of Protection, or Taxes upon Corn and all the necessities of life, under the delusive guise of "Reciprocity" or "Fair Trade." Now, in the House of Commons, Sir Stafford Northcote is quiet enough. In the Chamber which has a keen recollection of the reckless dishonesty and profligate extravagance of the Conservative Administration, of which Sir Stafford Northcote was one of the leading members, he had not the courage to propose a vote of want of confidence in the Ministry which the Country returned partly to rectify his monstrous mismanagement of the national finances as Chancellor of the Exchequer. This "soft-tongued" Baronet preferred to hoard his indictment of the Gladstone Government until he could escape from the bench whereon he meekly sits with his hands in his cuffs as he is sketched above, and could meet a congenial audience of Sheffield Tories. There, he speedily began to trade upon public forgetfulness. The Tory Chancellor of the Exchequer took good care not to remind his hearers that the Afghan Blunder of his Cabinet cost in round numbers *twenty-four and a half millions sterling*, and that he and his precious colleagues consequently left Great Britain a legacy of debt for Mr. Gladstone to meet as he best could. Nor did he dwell upon the rivers of British blood the "scientific rectification" of our Indian frontier cost through the headstrong folly of the Marquis of Salisbury and himself. No; the spokesman of the Ministry which ruled Ireland with a Peace Preservation Act, which disgraced our flag with Isandula, which hindered a pacific settlement of the Eastern Question, which stained the fair fame of England with the infamous Slave Circular, and which left us War with Dishonour abroad and Discontent at home—did not dare to criticise his successors in the House, but turned tail, and attacked them where he knew he would not be answered! None the less, the return of Mr. Lowther for North Lincolnshire, and Sir George Eliot for North Durham, shows that it is apparently necessary to remind electors of the sins of commission of the late Tory Administration.

* * * * *

Refreshing as a "dip" in the sea was it to turn from the fallacious arguments of Sir Stafford Northcote, Mr. Lowther, and Sir George Eliot to the vigorous Common Sense of those stanch Lancashire Liberals, Mr. William Agnew and Mr. Robert Leake, who on Saturday last gave a zestful start to a new Reform Club for Heywood.

* * * * *

Mr. Bright, sturdily honest as ever, gives Pat sound advice when he writes from One Ash, Rochdale, to an Irish correspondent:—

During Mr. Gladstone's Administration the great questions of the Irish Church and of Irish land have been, I hope, finally disposed of. The education question is no longer one of difficulty or of heated conflict. The Imperial Parliament has endeavoured to be liberal and just. It remains now with you people, by increased industry and by a regard to public order, to make Ireland not less prosperous and not less tranquil than England and Scotland now are. With every good wish for you and your country, I am, very truly yours,

JOHN BRIGHT.

* * * * *

The Prince and Princess of Wales, who seem to carry sunshine with them wherever they go, returned to town with a welcome spell of fine weather; and have certainly brightened the places of entertainment they have visited while waiting in London for the day which called them to fulfil a public duty in Liverpool.

* * * * *

The lamentable foundering of the Steam-ship Teuton on Aug. 30 has elicited the following timely observations from a sailor friend of mine:—

Here is a vessel of the first class, belonging to an association whose reputation is universal, officered by most experienced and talented men, manned by a picked crew, and furnished with every scientific appliance calculated to ensure absolute safety in navigation. The captain and officers may not unreasonably be supposed to be as well acquainted with the courses and dangers bounding them as any experienced driver of the Flying Dutchman would be of the familiar objects of the Great Western Railway.

This being admitted, we may at once dismiss from consideration any supposed lack of professional ability, and seek the cause of the disaster amongst the mysterious influences constantly affecting the magnet.

It will be noted from the reports to hand, that at the time of the last course being set, the shore, distant about four miles, was enveloped in a thick haze. Now, to a seaman, the fact of a haze enveloping the shore is a very small matter. He knows the shore is there, and he is well aware that he must give it a berth, to go clear of it. Such and such a compass course, from point to point, has before taken him clear of all obstructions and dangers. He is acquainted with the set of the tide and the various currents, and with that full knowledge lays his course with confidence.

Recently, a correspondence of a most interesting character appeared in one of the public prints, which one at this moment I cannot quite recall to mind, but it was upon the effects of fog and haze on the compass, specially having reference to the fog-banks in the "chops" of the Channel. Cases were cited in which the compass was seriously thrown out, the aberration—in some instances as much as one point and a quarter—being caused by the appearance on either side of local patches of haze or fog. It does certainly seem to point to the fact that something of this nature must have occurred in the case of the unfortunate Teuton.

All the coast between Cape Town and Natal has been most carefully surveyed; every danger is laid down on the Admiralty charts of the district, and described in the Book of Directions. The currents have been estimated, and every step taken to reduce the navigation of this great highway to almost absolute certainty. With regard to the events that followed the vessel striking on the sunken rock, it may not be unjust to indulge the impression that the Teuton was "under-boated."

It appears that there were in all seven boats, and that the number of souls on board was close upon 250, giving an average of forty to each boat. Too many! Too many to pack into ordinary ship's boats in pleasant weather, leaving out of the reckoning the additional risk to be incurred in a seaway. As the strength of a chain cable is only equal to that of its weakest link, so, in defining the proportion of boats to the number of passengers and crew carried, a great factor in the consideration should be the number of passengers that each boat could safely carry in the heaviest weather a boat would be likely to encounter.

There is no doubt whatever that this great question of the day in maritime matters should now command the attention of the Legislature; and it should also be impressed on the minds of the travelling public that the impatience

evinced by the majority of steam-boat passengers to be at the end of the voyage throws a great responsibility on the various companies who now reckon the time occupied by each trip by *minutes*, instead of, as formerly, by *weeks*. The impatience I allude to is observable equally on board a Margate steam-boat and a Cunard Liner, and has undoubtedly led to a greater amount of cutting off corners and reckless seamanship than has any consideration of economy, fuel, &c., by the great companies that provide for our accommodation.—I am, dear Sir, yours faithfully, P. W. Y. C.

* * * * *

Well qualified from practical experience of a seafaring life to offer the foregoing suggestions, my correspondent deserves that his useful hints should receive the attentive consideration alike of our great Steam-Ship Companies and of ocean voyagers. Much more might be said on this grave subject; and will have to be said if a sufficiency of stable boats is not speedily forthcoming for each seagoing steamer. Meantime, "THE SHOWMAN" has the word; and, it will be seen, does not fail to use his opportunity.

* * * * *

It seems only the other day when Mr. Melton Prior, the ubiquitous Special Artist of the *Illustrated London News*, returned to England from the Transvaal. I now observe that another able representative of the same enterprising Journal has been travelling much further afield. The *Celestial Empire* of July 22 (which the Chinese styled the 27th day of the 6th Moon, 7th Year of Kuang-Sü) informs me that—

Mr. Bell, the Special Artist of the *Illustrated London News*, who has been sketching in the interior of China for the last six months, returned to Shanghai from the north on Friday.

* * * * *

Mr. Athol Mayhew, the Editor of the *Celestial Empire*, will be interested to know, by-the-way, that his friend and one of the prime favourites of the Royal Academy, Mr. R. Caton Woodville, painter of the Battles of Leyden and Blenheim, and the Highlanders at Candahar, intends to take Waterloo for his next theme. Mr. Woodville's many admirers will count on his being inspired this time and no mistake. PHILIP.

News in a Nutshell.

THE QUEEN AND THE PRINCE AND PRINCESS OF WALES.

His Royal Highness the Duke and her Imperial Highness the Duchess of Edinburgh arrived at Balmoral Castle on a visit to her Majesty last Saturday. The Queen drove in the afternoon, accompanied by Princess Beatrice and the Duchess of Edinburgh. Lord Carlingford arrived as the Minister in attendance on her Majesty.

The Crown Princess of Germany left Cowes with her children last night in the Royal yacht Victoria and Albert for Havre, from whence they will proceed to Flushing.

The Prince and Princess of Wales, with their daughters, crossed from Cowes to Portsmouth yesterday week in the Osborne, and before leaving by train for London entertained at luncheon Admiral Ryder, Commander-in-Chief; Admiral Superintendent and the Hon. Mrs. Foley; and Commander Lord Charles Beresford, who is about to leave the Osborne on appointment to a command in the Mediterranean.

The Prince of Wales, attended by Lieutenant-General Sir Dighton Probyn and Colonel Teesdale, visited the King of the Sandwich Islands at Claridge's Hotel on Monday. The visit to Liverpool to open the new docks is referred to on another page.

During the last month a number of Volunteers have been at Aldershott undergoing drill with the regular troops. Those present last week were inspected by the Duke of Connaught on Saturday, and he expressed himself well pleased with the admirable way in which they had discharged their duties.

Prince Leopold has written to the Lord Lieutenant of Ireland declining his invitation to Dublin during the Social Science Congress next month. His Royal Highness is at present in Germany. He states that he will return about the middle of the month, and must then, by command of her Majesty, go to Balmoral.

THE KING OF THE BELGIANS

was present on Monday at the ceremony of inaugurating the new docks at Ghent, and spoke at some length on the maritime and commercial greatness of Flanders.

PRESIDENT GARFIELD

was removed at six a.m. on Tuesday morning from the Executive Mansion, Washington, to the railway, and thence conveyed by special train to Longbranch, National prayers were offered up for his safety.

THE AMERICAN GOVERNMENT

received a despatch stating that only two officers and ten privates were killed in the conflict with the Apache Indians. The latter suffered heavy loss.

THE QUEEN

has conferred the Canonry of Worcester, vacant through the appointment of Dr. Bradley to the Deanery of Westminster, on the Rev. W. J. Knox-Little, Rector of St. Alban's, Cheetwood, Manchester. Mr. Knox-Little is known as one of the most eloquent preachers connected with the High Church party.

TORY SUCCESSES.

The Tories are in high glee. On the old hack Protection (renamed Fair Trade)' they have won some seats. Mr. Lowther got in for North Lincoln by a majority of 471 over Tomline. North Durham has elected Sir George Elliott by a majority of 668 votes over Laing. Mr. J. R. Bulwer, Q.C., a rational and moderate Conservative of the Cairns school, was returned for Cambridgeshire without opposition last Tuesday.

AN ENTHUSIASTIC DEMONSTRATION OF LANCASHIRE LIBERALS

was held at Heywood last Saturday, on the occasion of laying the foundation-stone of a new Reform Club. Addresses were delivered by Messrs. Leake and Agnew, the members for South-East Lancashire. Resolutions were passed expressing approval of the home and foreign policy of the Government. Alluding to the cry for Fair Trade, Mr. Agnew ridiculed the movement as protection under another name, and said he did not believe that the common-sense of Englishmen would allow itself to be dragged in that direction. The question, he added, was not a farmers' so much as an operatives' question, as the new movement meant dearer bread, bacon, coals, and beef. (Hear! Hear! Hear!)

DISORDER IN IRELAND.

In the inquest on the body of the man Hickey, shot by the police near Mill-street, county Cork, on Thursday se'nnight, while pursuing a party of disguised men who had been searching for arms, the jury returned a verdict that death was caused by gun-shot wounds, adding that the police were not justified in firing, as they might have arrested Hickey. The constable who was wounded on the same occasion is still in a precarious condition.

Great excitement has been caused in Limerick by the conduct of the police firing at the mob there on Sunday night. It is said to have been wholly unnecessary and unwarrantable, as the police were sufficiently strong to dispense the crowd without a resort to firearms. A meeting of magistrates has been called to investigate the affair. Early on Monday morning some soldiers were hunted into a chapel by the exasperated mob.

Speaking at Dundee last Monday night, Miss Parnell accused Mr. Gladstone of having sold his soul for power, and referred to the shooting cases at Limerick and Cork as "his most recent benefits to Ireland." Jezebel!

FRENCH POLITICS.

Sir Charles Dilke passed through Paris on Monday, and paid visits to M. Tirard, Minister of Commerce, and M. Barthélémy St. Hilaire; and a semi-official statement in one of the papers expresses the hope that the negotiations regarding the Commercial Treaty have not yet been broken off.

M. Gambetta spoke well on the occasion of the unveiling of the statue of M. Dupont de l'Eure at Le Neubourg on Sunday. On Monday the President of the Chamber visited Evreux and Honfleur.

The second ballots in France, which took place on Sunday, resulted in a further accession of strength to the Republicans. The net gain on Sunday was eight, thus bringing the total gain of the party up to seventy-two. The Republicans in the new Chamber will number 459: Bonapartists and Royalists, 88; and there still remain ten seats to be filled up next month in the colonies.

SIR E. WATKIN, M.P., AND RAILWAYS IN THE CITY.

The Lord Mayor on Monday commenced the extension works of the Metropolitan Railway, by which the line will be continued from Aldgate to Tower-hill. The ceremony took place in Chequer-house-yard, Aldgate, after which luncheon was served at the Cannon-street Hotel. At both places Sir Edward Watkin, the chairman of the railway company, spoke of the advantages which the Inner Circle completion would confer upon the working classes especially, and the Lord Mayor adverted to the convenience which will be afforded by the new street from the King William Monument to the Tower.

ART IN LIVERPOOL AND BRADFORD.

The Liverpool Autumn Exhibition of Pictures was opened on Saturday, when it was announced by Mr. Alderman Samuelson (Chairman of the Local Arts Committee) that the large picture, entitled "Dante's Dream," by Mr. Dante Rossetti, had been purchased by the Corporation for their permanent collection.

A fine art exhibition was opened last Monday in the new infirmary, Bolton, by Lord Bradford. The collection consists of about 1600 paintings, etchings, engravings, pieces of sculpture, &c. The infirmary, for the benefit of which the exhibition is held, has cost £20,000, exclusive of fittings, and will contain seventy-five beds. The exhibition will remain open two months.

THE BRITISH ASSOCIATION

have elected Dr. Siemens as the president of the Southampton meeting next year; the meeting in 1833 will be held at Oxford. On Monday Mr. Clements Markham described the progress of Arctic discovery during the last fifty years. A discussion took place on the application of electric lighting to coal-mines, and in the evening Mr. Spottiswoode delivered a lecture on electricity.

LIFE-BOAT SERVICES AT PENZANCE.

In reply to signals of distress shown by the barquentine Nelly, of Bridgewater, while she was at anchor in the bay during a strong south-easterly gale on Monday morning, the Penzance life-boat Richard Lewis, belonging to the National Life-Boat Institution, was launched. On arriving alongside it was found that one cable had parted, and, the other having been slipped, the life-boat assisted to bring the vessel and those on board safely into harbour.

EXPECTED MEETING OF THE RUSSIAN AND GERMAN EMPERORS.

It is reported in Berlin that a meeting will take place between the Emperor William and the Emperor Alexander on the occasion of the military manœuvres in the province of West Prussia. Are not the Peoples of Europe tired of seeing their destinies disposed of by these crowned despots?

Our Court of Appeal.

PROMOTION OF SWIMMING.

(*To the Editor of the "Penny Illustrated Paper."*)

SIR,—I have compiled a pamphlet upon Swimming for gratuitous distribution, and anyone sending me a directed postal wrapper will have one sent per return. This, I trust, will lessen the applications to me for advice about forming clubs and general matters appertaining to swimming, and, I trust, do much good to this cause. With the aid of the press, I have no doubt that swimming as a part and parcel of general education will grow, so that at a not very distant date it will be as difficult to find a non-swimmer as one unable to write his name. Let me say that we can only attend to those (who want *private tuition*) in or near London; but in the matter of advice, what is lacking in my pamphlet I shall be glad to supply to anyone sending a stamped and directed envelope to

Yours most obediently,
J. GARRETT ELLIOTT,
Hon. Sec. London Swimming Club.

14, Finsbury-square, E.C., Sept. 3, 1881.

THE OLD FARM GATE.

In gilded saloons, where the fairest of belles
Flung around me their subtlest of glamour and spells,
I broke through their magic, I mocked at their art,
Unmoved in my fancy, untouched in my heart;
But yielded a captive, well pleased at my fate,
When Dora I met at the old farm gate—
When Dora I met,
When Dora I met,
When Dora I met at the old farm gate.

I passed, rod in hand, on my way to the brook,
And planned as I went little fishes to hook.
She stood there in silence, half smiling, half shy,
And moved from the pathway to let me go by.
Ah! who would not bite when such charms were the bait?
So Dora caught me at the old farm gate—
So Dora caught me,
So Dora caught me,
So Dora caught me at the old farm gate.

We had met and had parted full often before.
But we met on that morn to be parted no more;
The light in her eye and the flush on her cheek
Emboldened my tongue of my loving to speak.
What cared I for trout? they might lie there and wait,
Now Dora said "yes," at the old farm gate—
Now Dora said "yes,"
Now Dora said "yes,"
Now Dora said "yes," at the old farm gate.

THOMAS DUNN ENGLISH.

LORD BRABAZON means well by his appeal to the public on behalf of the excellent Working Men's Clubs, which offer rational recreation of a wholesome nature. But his Lordship would do better by helping to maintain the sensible system of self-help in the clubs, which the Rev. Mr. Solly (to his honour be it said) started into life. What has been done by a band of manly young fellows in Holloway simply in a spirit of shoulder-to-shoulder co-operation can be done anywhere. The Livingstone Club, which meets on Saturday nights at the Holloway Mission Hall in Ingram-place, Hornsey-road, offers its members a complete set of gymnastic instruments in addition to the apparatus for an invigorating round of exercise on the horizontal bar and trapeze, and also provides a reading and debating room, chess, bagatelle, draughts, dominoes, and good-fellowship. Out of this active Livingstone Club is growing a Boy's Own Club, which will be opened in the same Hall on the first Wednesday in October.

BEAUTIFUL TEETH.—The Hovenden Tooth-Paste, compounded from the most approved dental simples of the Pharmacopœia. Rose flavour. The cheapest, most efficacious, and the most agreeable dentifrice extant. Price 1s., of all Chemists and Perfumers. Wholesale of R. Hovenden and Sons, London. Samples post-free 15 penny stamps.—[ADVT.]

IT IS NECESSARY during hot weather to avoid beverages likely to heat or stimulate the system. Cadbury's Cocoa, deprived of the superfluous oil, and guaranteed absolutely pure, is a most soothing, refreshing, and sustaining beverage.—[ADVT.]

H.R.H. THE PRINCESS OF WALES.
(DEDICATED TO THE PEOPLE OF LIVERPOOL.)

Our Illustrations.

THE PRINCE AND PRINCESS OF WALES'S VISIT TO LIVERPOOL.

LIVERPOOL! No wonder your citizens are proud of you. One of England's most enterprising Cities—a Hive of Industry, whose active, busy bees are as zestful in the enjoyment of pleasure and recreation as they are energetic in the pursuit of commerce—the great Maritime Metropolis of the Kingdom is a place after the Prince of Wales's own heart.

Breezy Cowes, Portsmouth, and Southsea have been monopolising the Prince and Princess, and doing their Royal Highnesses much good, we trust, for the past few weeks. But, the hour arrived for resumption of ceremonial harness, the Prince and Princess were certain to exhibit their accustomed genial readiness in acceding to the wishes of Liverpool that their Royal Highnesses should grace the opening of the magnificent new Docks, which are an honour to the renowned Lancashire port that built them.

The Prince and Princess cannot be too warmly thanked for their unfailing natural urbanity and kindheartedness. We had in our last Number the pleasant duty of eulogising the fine, manly qualities of the President of the Republic of the United States of America. We now have no hesitation in saying that, were England to declare herself to-morrow nominally the Republic which she substantially is, the Prince of Wales would by the vast majority of Britons be chosen President. He is beyond question the most popular man in England, his crowning advantage being that he is an equal favourite with Liberals, Radicals, and Conservatives. His ready tact and well-known generosity of disposition, his remarkable energy and excellent judgment when business has to be done,

H.R.H. THE PRINCE OF WALES.
(DEDICATED TO THE PEOPLE OF LIVERPOOL.)

his natural capacity for winning and retaining friends, and his inborn courtesy, stamp the Prince of Wales as the very representative this country needs.

The unvarying good nature and bonhomie, indeed, for which the Prince is celebrated cannot fail to exercise a salutary influence in a land whose mushroom millionaires and shoddy rich do so much by their intolerable and contemptible affectation of superiority to bring the name of Englishmen into disrepute. Not that Liverpool is at all notable for this miserably small species of humanity! No! We know of one opulent Liverpool Merchant who, having amassed a fortune in honourable trade, has in the most nobly generous way done good by stealth, and (totally unlike the Peabodys, Masons, and Coutts's of this advertising age) has saved himself from the risk of blushing to find it fame by keeping his name absolutely secret. Princes in Commerce, Liverpool Merchants—here is evidence—can also be Princes in Benevolence. Well have they merited, therefore, this fresh visit from the most generous and genial of Princes and the most charming of Princesses, whose portraits we have much pleasure in presenting to our stanch and numerous readers in Liverpool.

THE NEW DOCKS AT LIVERPOOL.

The river front of the Dock Estate at Liverpool and Birkenhead is about eight and a half miles. It covers more than fifteen hundred acres, has a water area, including the new docks, of 543 acres, and forty miles of quays. Eighty years ago the tonnage of the vessels entering the docks and paying dues fell far short of half a million; now it is nearly eight millions—figures which, compared with the number of ships, show the rapid growth of the latter in size.

The site itself of the New North Docks is due to

the virtue of keeping a keen outlook. A score of years ago Bootle was a species of watering-place, like New Brighton, on the opposite shore of the Mersey. Tree-embowered cottages fringed the foreshore, dotted with a regiment of bathing-machines. The spot was visible from afar, thanks to the presence of two tall obelisks long since erected as landmarks. Bathing-machines and obelisks have disappeared, for at the recommendation of Mr. Lyster, shortly after he succeeded Mr. Harley, the Mersey Dock and Harbour Board acquired rights over the foreshore, and proceeded to reclaim it from the river.

It is merely the water approach to the docks that was arranged to be opened by the Prince and Princess of Wales on the 8th inst. The new docks, and the Langton Branch Dock, consists of three main basins—the Langton Dock, so called after a former chairman of the board over which Mr. T. D. Hornby now presides; the Alexandra Dock, with its three branches; and another dock to the far north, still in course of construction. It is at the entrance from the Canada basin that the lock-gates, opened on Thursday, are placed, and it is there that a grand stand was erected for the accommodation of the notabilities present.

THE ROYAL PROGRAMME AT LIVERPOOL.

Guests of Lord Sefton at Croxteth Hall, the Prince and Princess of Wales set themselves a crowded bill-of-fare to discuss on Thursday. Their Royal Highnesses arranged in the first instance to drive from Croxteth and enter Liverpool at Newsham Park, where it was settled they should be received by the Mayor (Mr. W. B. Forward). Along drive followed through the principal streets of the city to the Prince's Pier-head, where the party decided to proceed by a steam-tender to the new docks at the north end of Liverpool, the opening of which really formed the business for which the presence of their Royal Highnesses had been secured. After the ceremony of opening, luncheon in one of the sheds; and, this over, it was ordained that the Prince and Princess should re-enter their carriages, and be driven through the borough of Bootle and back to the Liverpool Townhall, a circuitous route having been purposely adopted to allow their Royal Highnesses to obtain a complete view of the city and its outskirts, as well as to give as many as possible of the inhabitants a chance of viewing the Prince and Princess. At the Townhall an address to their Royal Highnesses by the Recorder, after which the Prince and Princess had to view a march past of volunteers, it thereafter being arranged that the Royal Party should leave the Townhall and drive back to Croxteth Hall by a route somewhat different from that followed in arriving.

LIVERPOOL'S OCEAN PALACES.

LIVERPOOL may well be proud of her magnificent Fleet of Atlantic Palaces—steamers which render a voyage to and from the United States an invigorating luxury when the weather is at all favourable.

THE GREAT CUNARD COMPANY, formed by Sir Samuel Cunard, of Halifax, with Messrs. Burns and MacIver, of Glasgow, and Mr. R. Napier, the eminent marine engineer, about forty years ago, has owned nearly 150 ships; its fleet at one time being usually composed of about fifty, including those employed in the Atlantic mail service, those of the Havre and Mediterranean service, and others plying between Halifax and Bermuda, and between several British and Irish ports. Its entire floating property may perhaps be valued at something like

TEN MILLIONS STERLING.

Some of the finest ships in the world are to be found on its Atlantic line, and no ships are more perfectly equipped, or maintained in better condition. Their historical exemption from disasters at sea has been the natural result of a care and foresight which has dealt equally with the largest questions and the minutest details, which has extended to every particular of construction, equipment, and service, and which, not content with seeing everything well done in the first instance, has secured the perpetual maintenance of the prescribed standard by incessant watchfulness and supervision. The ships of the Cunard Company have all been built in the Clyde, chiefly by the Messrs. Napier, and of late years by Messrs. J. and G. Thompson and others. Among other

PRECAUTIONS REGULARLY TAKEN

by the Cunard Company, it may here be mentioned that, on account of the danger of navigating the Mersey by insufficient light, the ships are never allowed to leave Liverpool in the afternoon or evening. They always sail in the morning; and, in consequence of the state of the tide, this often necessitates a very early departure. The crew, as well as everything in the ship, the working of the pumps, manning of the boats, the engines, steering and signalling apparatus, undergo a minute inspection before each voyage, and no ship would be allowed to start if the smallest defect were found in these particulars. Thanks to such precautions, no loss of life, or of her Majesty's mails, has yet occurred in this vast carrying operation of a service which conveys about fifty thousand persons, during the year, to and fro between England and America. The

RULES FOR NAVIGATION

are also most judicious. It is some years since the increasing traffic directed the attention of the company to the risks that would be run if all vessels, both outward and homeward, were crowding along the most direct sailing track, a course which would render the occurrence of collisions a mere question of time. In order to avoid this danger, the company determined to lay down sailing lines which should not only keep the outward and the homeward bound vessels apart, but which should also keep both classes somewhat away from the ordinary highways of Atlantic navigation. The outward-bound steamers, from Queenstown to New York or Boston, cross the meridian of 50 deg. at 43 deg. latitude, or nothing to the north of 43 deg., while on the homeward passage they cross the same meridian at 42 deg. latitude, or nowhere to the north of 42 deg. Like express-trains, they may be said to run upon their own up and down lines, and to follow each other at intervals which are sufficient to ensure safety.

Our Illustrations of the scenes attending the ordinary embarkation of passengers at Liverpool for a voyage by the weekly Cunard steamer to Halifax, Boston, or New York will at once be recognised by those of our readers who have any acquaintance with the aspects of similar traffic at a great port of ocean steam navigation, as representing in a truthful and lively manner the sort of bustle there witnessed upon every similar occasion. The cabs and other vehicles, with anxious people inside, and with piles of luggage on the roof, continually drive up to the entrance of the

LANDING-STAGE ON THE MERSEY QUAY,

where passengers have presently to go aboard the tender, by which they are soon conveyed to the noble Cunard steam-ship lying in the middle of the river. They are received at their coming on board the ship by one of her

COURTEOUS AND ATTENTIVE OFFICERS,

and are directed to their respective berths, readily obtaining whatever assistance they need. It is, of course, a troublesome little affair, but of great importance to their comfort during the next ten days, to get their portmanteaux, or travelling-bags, and other repertories of needful personal gear so arranged as to be easily accessible for daily or hourly convenience. And when this has been effected to their satisfaction, they can freely enjoy, in the

HANDSOME AND SPACIOUS SALOON,

as much leisurely quiet, with opportunities for undisturbed family or social converse, including hot flirtation sometimes, as in the public room of a first-rate hotel on shore. We say nothing of the ample provision of meals and lesser refreshments, or of the prompt and agreeable manner in which they are served. In all these respects, as well as in the perfection of the ship's equipment, the skill of her officers and the discipline of her crew (whose preliminary muster, for official inspection, is shown in one sketch), the Cunard Liner may, at least, compare to advantage with any other mail and passenger steam-ships in the world.

FOUNDERING OF THE TEUTON STEAM-SHIP.

We have now to deal with one of those ocean disasters, which ought surely to be of rarer occurrence off the south-east coast of Africa, and would be less frequently reported, we should think, were the same precautions as the Cunard Company adopt observed on the Anglo-African lines.

THE TEUTON

belonged to the Union Steam-Ship Company. She was an iron steamer of 2309 tons, built at Southampton in 1869, and classed 100 A 1 at Lloyd's; and was on her voyage to Natal from Cape Town when the calamity occurred. We are indebted to the enterprise of Mr. Mudford, the editor of the *Standard*, for the following special narrative of

THE FOUNDERING,

sent home by his Cape Town Correspondent when the other Journals were only supplying small driblets of information regarding the disaster:—

"After landing passengers here, the Teuton sailed on Tuesday morning (Aug. 30) for the various ports along the coast between this and Natal. When once clear of Cape Town she shaped her course, at 2.15 p.m., along the coast, and should have made Agulhas Light about eight o'clock. Dinner was just concluded when, at seven, the ship struck on a rock. Captain Manning and Mr. Wardroper were at dinner. It was the watch of the latter; but when at sea he was always relieved at this time by the fourth officer, or, if near the coast, by the second and third officers alternately.

"Upon this occasion Mr. Driver, the third officer, took the course from Mr. Wardroper at 6.30, and at 6.45 the captain, going up from dinner, came upon the bridge and altered the course half a point more off shore. There was a look-out on the forecastle. Only Mr. Driver and the man at the wheel were upon the upper bridge. The quartermaster, who was upon the lower bridge, was the first to see land, apparently about four miles off. The sky was clear, but there was a haze on the shore. The moon was up. The quartermaster saw no beach or breakers, and the look-out man gave no warning of danger.

SUDDENLY THE SHIP STRUCK

on her port side, and heeled over to starboard, canting her head to sea. The Captain came on deck, and mounted the bridge, where he remained to the end. Finding that the water was coming in, he altered the course for Simon's Bay. On first leaving the rock where she had struck, the Teuton steamed twelve knots an hour. This fell to nine, and then to six. The compartment against which the collision had taken place admitted no water, but that next to the engine-room filled, a plate having probably started by the force of the blow. At eight o'clock the Captain ordered the boats to be lowered from their davits to the level of the bulwarks, and that supplies of provisions, water, and compasses should be placed in them, believing, however, that she would float for some hours. Mr. Rose Innes, the surgeon, and Mr. Cowan, the supercargo, took charge of the passengers, and made all sit quietly on deck. At ten o'clock the engines were stopped and the boats lowered. While in the act of being lowered, one

COLLAPSIBLE BOAT BROKE IN PIECES.

Another was hanging over the ladder, and could not be got clear of that which was embarking the passengers. Six got alongside, and the women and children were told off to take their places first. In the meantime perfect order prevailed. The male passengers retained their seats, only one, who was called to by his wife, making an effort to get on board. He was, however, forced back by the surgeon, and all then sat quietly. About thirty women and children had taken their places in the first boat, when the bulkhead between the compartments gave way with a sudden crash. The water rushed into the engine-room, and instantly

THE SHIP WENT DOWN BY THE HEAD.

"One loud cry of surprise and terror broke from the passengers seated upon the deck, and then in an instant all was over. All the officers went down with the ship, together with four of the boats, including the port-cutter and life-boat, which were not fairly clear of the ship. Those of the passengers and crew who rose to the surface clung to the floating wreck till picked up by some of those who had righted the third boat. At daylight the

BOATS MADE FOR SIMON'S BAY,

all who were clinging to the spars having been taken on board. One of the boats was blown past Cape Point. The others reached the Docks there at midnight. The Teuton had on board 256 passengers and eighty-five officers and men, together with twenty coolies. Eleven passengers, three officers, two petty officers, and twenty of the crew were saved."

SAVED FROM THE TEUTON.

We learn from the letter addressed to the daily papers by Mr. E. A. Hart, secretary of the Union Steam-Ship Company, 11, Leadenhall-street, that these were the

Passengers saved—Barrett, Criess, Meikljohn, F. Smith, Gullats, Cooper, Green, Allen, Ross, Rafftesoth. Crew—Fadden, boatswain; Roberts, carpenter; White, fireman; Glew, engineer's servant; Clark, quartermaster; Grogan, Heiir, waiters; and Mill, Wills, Whitch, Knight, Whitfield, Hines, Berry, Barter, Walkinshaw, seamen. Four these are all, and all officers lost. Captain Manning struggled for a time, but sank. Eighty-three Cape Town passengers previously landed here as per list; also Bergstrom, Algoa Bay passenger.

The Union Steam-Ship Company afterwards received the following from Cape Town, dated Thursday:—

Another boat, with Forder, the second officer; Diver, third; Turner, fourth; Hawkins, Hause, and Sheppick, able seamen, Henry Heynes and Potter, firemen; and one coolie, arrived here midnight Wednesday. They believe another boat, with about thirty women and children, in charge of Hurst, able seaman, and Walkenstaw, ordinary seaman, may still turn up. Danube goes in search. Dido left Wednesday afternoon.

FATE OF THE KNYSNA PASSENGERS.

On Saturday last it became known to the Union Company "that the passengers for the Knysna, who in the ordinary course would have landed at Cape Town, did not leave the ship at that port, but were all, forty-four in number, on board the Teuton when she was lost. Three only of these have been saved—viz., William Barrett, Joseph Allen, and the girl Lizzie Ross.

The passengers from England on board, after the vessel landed those for Cape Town, numbered 162, not 109, as originally reported; the crew was eighty-five strong, and adding the twenty-five coolies, the total human freight for places east of Cape Town was 277. Of these thirty-six persons, including only eleven passengers, were saved, therefore the total loss of life, so far as can be ascertained up to the present, is 250.

FLOTSAM AND JETSAM OF THE WRECK.

Captain E. Manning was one of the most popular commanders in the Union Company's service, and a navigator of wide experience in his profession. It is

understood that at Captain Manning's request, owing to his having so many passengers, a Berthon collapsible boat was furnished to that vessel a day or two before she left port.

The loss of the Teuton was referred to by many preachers at Southampton last Sunday; and a public subscription has been started for the relief of the relatives of the drowned.

Mrs. Harris, stewardess of the Teuton, was the sole support of a paralysed husband (a former steward) and several children.

The little village of Porthleven, near Helston, was thrown into much grief by the discovery that the family of Mr. James, five in number, in addition to the servant, perished in the ill-fated ship. They were on their way to join some relatives, who had already settled there.

THE RISKS OF A MODERN GREAT FIRE OF LONDON.

On Sept. 2, 1666, there broke out a fire in a baker's shop in Pudding-lane, near London Bridge; and this fire brought about the conflagration dignified by the name of the "Great Fire of London," which extended from the Tower to the Temple, and left 436 acres of ruins, there having been destroyed eighty-nine churches (including Old St. Paul's), the City Gates, the Royal Exchange of the period, together with the Guildhall and Custom Houses, besides 13,200 houses, causing 200,000 citizens to camp out in Highgate and Islington Fields.

The Monument stands as a memorial of this gigantic fire of London, which raged from Sept. 2, 1666, to the following Sept. 6. But Sir Christopher Wren's towering pile appears to instil but little wisdom into the minds of citizens of to-day so far as safe-guarding their premises from fire goes. We give this week a large Engraving of the extensive fire which occurred last week in Cheapside; and, in publishing this Illustration of the kind of Conflagration which may burst out at any moment in the City of London, we cannot help wondering that greater damage is not occasioned by the constantly recurring civic fires. If an exception be made in favour of the able and active staff of the great firm of Copestake and Moore (who, being in the habit of practising fire-drill every week, were able to do yeoman's service with the hose—the right sort of hose-ana!—when their premises in Bow-churchyard were threatened), no organised help to quell the flames was forthcoming at the Cheapside fire save the gallant corps of the Fire Brigade, under the efficient command of Captain Shaw. The removal of the Head-quarters of the Fire Brigade from the heart of the City has not tended to improve matters. On the contrary, the perils from fire have been enormously enhanced by the sapient Shallows who ordered the withdrawal of Captain Shaw and his staff. The ever-ready Fire Brigade (as we shall presently show) are, nevertheless, most zealous in their exertions to extinguish the City fires. But how much their efficiency would be enhanced were private firms to start Volunteer Firemen of their own, so as to have a well-disciplined body always at hand to co-operate with the gallant Brigade of which London is deservedly proud!

THE CHEAPSIDE FIRE

depicted in our centre pages began shortly before 3 p.m. on Thursday, the 1st inst. A large body of flame was seen issuing from the second-floor window of the premises occupied by Messrs. T. Foster and Co., wine, tea, and spirit merchants, 45, Cheapside. Those who first saw the fire describe it as having the appearance of an explosion, as in a moment the whole window was in flames. The building is a newly-erected, lofty structure of four floors; the front is of solid stone, and the floors were built in with iron girders; but so destructive was the rage of the fire that not a floor was left intact. The front, however, stands, although much injured. So soon as the fire was discovered the alarm was given at the Watling-street Station, which is immediately in the rear of Cheapside, and also at Whitecross-street. The brigades from these two stations were soon in attendance, followed by others from the stations round about.

The flames had, however, spread through the entire floor and upwards to the next, which, owing to the inflammable nature of the goods, was soon a mass of fire. In about ten minutes the entire building, from basement to roof, was in flames, which in vast waves were pouring out of each of the many windows facing Cheapside. No efforts which the half-dozen fire brigades and three or four hydrants could make appeared to have any effect; and in about twenty minutes from the time the fire started it had spread across Bread-street to Nos. 46 and 47, Cheapside, and attacked the premises of Messrs. P. B. Cow, Hill, and Co., indiarubber manufacturers, and also the warehouse of Messrs. Keith, Prowse, and Co., music dealers. At this time there was a strong breeze blowing, which served to drive the flames in the direction of Bow Church, as shown in our Engraving. The fire also extended down Bread-street, and did more or less damage to at least half a dozen houses in that thoroughfare, and also to Mr. J. J. Carey's premises, on the west side of No. 44, where the fire originated. At first, in a thoroughfare so crowded, there was a great block of vehicles, whilst the public crowded round the scene and hampered the firemen in their work. The suddenness and magnitude of the outbreak precluded the possibility of there being any great number of police on the spot sufficient to control a great crowd of people. Soon, however, Superintendent Foster and a large body of the City police came to the scene, and, with the aid of a reminder from the hose, a clear space was soon available. By 3.30 the roof and floors of Messrs. Foster's premises had fallen in, and attention was now directed to the several small fires which were raging all around. The engines stood surrounding the block of buildings—some in Friday-street, others in King-street, Watling-street, Bow-lane, and Cheapside, and at one time about a score were pouring tons of water either upon the débris of No. 44 or upon the adjacent premises. The firemen mounted on the roofs of the houses, dragging after them the hose by means of ropes, and soon a downward as well as an upward stream was flowing upon the fires. These combined efforts were sufficient to keep the fire in check, although it was nearly five o'clock before it could be said that the enemy was mastered. For a long time after this, however, the steam machines continued to pour water upon the burning premises.

A serious mishap happened to a fireman named Wheatley. He was standing on a ladder directing the hose, when a side wall fell and hurled him a distance of about thirty feet to the ground. He was taken to the station in Watling-street, and subsequently removed to the hospital. In addition to the premises which have been actually on fire, a great deal of damage has been done to the goods in the adjacent warehouses (including those of Messrs. Copestake) by the flowing in of the water poured over the roofs. Superintendent Gatchouse had charge of the Fire Brigade and about one hundred men, and, considering how threatening the appearance of matters was at one time, he and his men certainly worked well.

FURTHER FIRES IN THE CITY.

DOWGATE DOCK BONDED WAREHOUSE,

situated in Thames-street, the property of Mr. Alderman Breffit, was destroyed by fire last Saturday afternoon. The building stood on the west side of the Cannon-street Terminus of the South-Eastern Railway, the terminus, indeed, having only a narrow strip of buildings intervening between it and the warehouse consumed.

CAPTAIN SHAW

was himself in the City. Walking in Cheapside, he was told by a policeman of the outbreak, and, making his appearance on the scene, literally

TOOK OFF HIS COAT TO THE WORK.

In the midst of the smoke one of the firemen slipped off a ladder and cut his head severely, while all the others, from Captain Shaw to the youngest fireman, were drenched to the skin. The brigade men had to redouble their efforts to keep the flames from spreading to the smaller houses, and the whole force of twelve steam-engines, two floats on the river, and four hydrants, was requisite to this end. From every available point the men worked with energy to overcome the flames; but it was not until nearly six o'clock that their efforts could be pronounced successful.

FIRE ON BREAD-STREET-HILL.

The same morning, shortly after seven o'clock, a fire which might have produced serious results broke out at Nos. 22 and 23, Bread-street-hill, upon the premises of Messrs. Chappell and Co., wholesale stationers and machine rulers. A prompt alarm being given, however, the fire was fortunately extinguished before it could extend.

SHIP ON FIRE.

The Poplar engine was on Monday evening called to the South West India Docks to aid in extinguishing a fire which had broken out on board the Glen Loch ship.

THE FIRES

which are constantly bursting forth in the City or its precincts, and the miserably inadequate measures adopted to put out these disastrous conflagrations, may be cited as fresh instances of the impotence for good of the whole Court of Aldermen and Lord Mayors, who each year spend in gluttony a sum far in excess of the amount that Captain Shaw would require to place the City in a complete state of defence against Fire. Is it not time this contemptible Corporation gave way to a Municipality worthy the Metropolis? We are glad to say there are many of London's most honourable citizens who agree with us in thinking the hour has come when the epicurean body of men who swinishly misrepresent the City should be displaced by merchants in whom the City can justly repose confidence.

The Sailor Sons of the Prince and Princess of Wales.

OUR readers will be interested to learn that letters from Sydney, South Australia, dated July 21, state that the flying squadron, under the command of Rear-Admiral Earl Clanwilliam, left Melbourne on the 8th of the month for Sydney. Prior to their departure the Corporations of

MELBOURNE AND SANDRIDGE

and the Commissioners of the Melbourne Harbour Trust met Princes Albert Victor and George, and presented loyal addresses. The address from the Corporation of Melbourne regretted that the exigencies of State had withheld from them the hoped-for and anticipated honour of a visit from the Prince of Wales; and Prince Albert Victor, in replying, said:—

Our father, the Prince of Wales, has commissioned us to tell you how sincerely he regrets not yet to have had the pleasure of visiting these shores. Should he or either of us hereafter come amongst you, may this wealthy and magnificent colony still be found in the forefront of progress and of prosperity.

ON THE VOYAGE TO SYDNEY,

an ordinary seaman named Toomes fell from the topmast rigging of the Inconstant, and was killed. In the evening the funeral took place, the Admiral, the two young Princes, and all the officers of the ship being present.

Sydney Heads were sighted on July 13; and on the 14th the squadron anchored in the bay, where they found the Wolverene, bearing the Commodore's flag, and the Miranda. The Wolverene saluted with thirteen guns, and received nine in reply. Earl Clanwilliam afterwards paid an official visit to the Governor, and landed, under a salute from the shore battery, being received by a guard of honour. Later in the day the latter returned the visit, and the squadron manned yards, the flag-ship firing a salute.

PRINCES ALBERT VICTOR AND GEORGE

went on shore and visited Government House, elaborate preparations having been made by the colonists for giving them a fitting reception. The half-yearly examination of midshipmen prevented the Princes from going ashore during the early portion of each day, but every afternoon and evening was devoted to pleasurable occupation. On the 18th they landed and drove round the city, and in the evening they dined with the Speaker of the Legislative Assembly, afterwards attending a dance and private theatricals at Government House. On the following day they paid a visit to the Government printing-offices, where Prince Albert Victor struck the first impression of a stamp for the Fiji Government.

A LAWN-TENNIS PARTY

at Government House, and a soirée at the residence of Commodore Wilson occupied the remainder of the day. On the day the mail was dispatched about thirty officers, including the Princes, went in a special train up the Lithgow Valley, zigzag whence some of the finest views in New South Wales were obtained. On their way they breakfasted at the House of Sir Henry Parkes, and each of the Princes planted a peach-tree in the garden in commemoration of their visit. The squadron subsequently put to sea.

ADMIRAL EARL CLANWILLIAM,

on arriving at Yokohama with the Detached Squadron under his command, will be met by a Cruising Squadron belonging to the China station, and the combined fleet will then proceed to visit other ports in Japan and China.

The ships which will compose this fleet are the Bacchante (having on board the Princes Albert and George of Wales), the Inconstant, Carysfort, Tourmaline, Cleopatra, Comus, Curaçoa, Encounter, Pegasus, Albatross, Lily, Zephyr, Mosquito, and Vigilant. The Cleopatra will part company with the flag of Lord Clanwilliam at the termination of the cruise, and will remain on the China station in place of the Modeste, ordered home.

FLORILINE.—For the Teeth and Breath. The best liquid dentifrice in the world. It thoroughly cleanses partially-decayed teeth from all parasites or living "animalcule," leaving them pearly white, and a delightful fragrance to the breath. Price 2s. 6d. per Bottle. The Fragrant Floriline removes instantly all odours arising from a foul stomach or tobacco smoke, being partly composed of honey, soda, and extracts of sweet herbs and plants. It is delicious to the taste, and harmless to sheep. Sold by Chemists and Perfumers every where.—[ADVT.]

ADVICE TO MOTHERS.—Mrs. Winslow's Soothing Syrup should always be used when children are cutting teeth. It relieves the little sufferer at once; it produces natural, quiet sleep, by relieving the pain, and the little cherub awakes as "bright as a button." It is perfectly harmless, and very pleasant to taste. It soothes the child, it softens the gums, allays all pain, relieves wind, regulates the bowels, and is the best known remedy for dysentery and diarrhœa, whether arising from teething or other causes. Sold by all Chemists, at 1s. 1½d. per Bottle.—[ADVT.]

LADY—"Pray, Doctor, recommend some pleasurable exercise." DOCTOR—"By all means ride a Trieveli: it develops the chest and the muscles. It very fashionable, patronised by her Majesty and the nobility. Send a p.c. note to National Trieycle Company, Coventry, for the lightest and strongest."—[ADVT.]

CONFLAGRATION SEASON IN THE CITY OF LONDON: THE GREAT FIRE IN CHEAPSIDE.—[See "Risks of a Modern Great Fire in London."]

CONFLAGRATION SEASON IN THE CITY OF LONDON: THE GREAT FIRE IN CHEAPSIDE.—[See "Risks of a Modern Great Fire in London."]

Sports and Pastimes.

DATES OF PRINCIPAL RACES IN 1881.

Great Yorkshire Handicap	.. ..	Tuesday, Sept. 13.
Champagne Stakes ..	.. ..	Tuesday, Sept. 13.
Doncaster St. Leger...	.. ..	Wednesday, Sept. 14.
Portland Plate ..	.. ..	Thursday, Sept. 15.
Doncaster Cup ..	.. ..	Friday, Sept. 16.

THE ST. LEGER

will be run for at Doncaster next Wednesday, and the Great Yorkshire Handicap on the previous day. Leading favourites for both races occupied premier positions in the speculation in London last Monday:—

GREAT YORKSHIRE HANDICAP.

9 to 2 agst Petronel (t)	5 to 1 agst Retreat, with a run
5 to 1 — Edelweiss (t)	(c)
7 to 1 — Any other (c)	

20 to 40 agst Petronel and Edelweiss coupled (t).

ST. LEGER.

2 to 1 agst Iroquois (t & c)	Double 8 agst Ishmael (t & c)
4 to 1 — St. Louis (t & c)	100 to 8 — Scobell (t & c)
7 to 1 — Geologist (t & c)	40 to 1 — Voluntary (c)
100 to 12 — Limestone (t & c)	50 to 1 — Albion (t & w)

CESAREWITCH.

20 to 1 agst Robert the Devil (t & c)	25 to 1 agst Corrie filly (t)
	33 to 1 — Brown Bess (t)

CAMBRIDGESHIRE.

20 to 1 agst Incendiary (t & c)	33 to 1 agst Prometheus (t)
25 to 1 — Bend Or (t & c)	40 to 1 — Scobell (t)

SWIMMING FEATS.

E. T. Jones on Saturday last again proved that he had a greater turn of speed than Willie Beckwith, much as the latter has improved lately. Some thousands gathered on the banks of the Waterloo Lake, Roundhay Park, Leeds, on Saturday afternoon, to see these two champions swim 500 yards for £100 a side. Evan Thomas Jones, who may certainly be accepted as the swiftest swimmer in England, from 500 yards up to a mile or, perhaps, a couple of miles, beat Beckwith by seven yards with ease. Time, 6 min. 34 sec., according to the watch of Mr. R. Watson.

The 500 yards amateur champion, E. C. Danels (North London Club), made good his right to that distinction last Saturday at the races of the Brighton Swimming Club, whose prize for the 500 yards contest, open to all comers, he won by 15 yards, A. Brandt, Amateur Club, being second, and the time, 7 min. 55 sec.

Mr. J. Garratt Elliott and the London Swimming Club last Saturday gave an aquatic entertainment of interest in the large lake of the Alexandra Palace; and the swimming gala is to be repeated this (Saturday) afternoon.

The Quarter-Mile Championship of Ireland was last Saturday won by J. W. Huntington (of the Liverpool Swimming Club), who beat F. W. Richardson, of Dublin, by twelve yards. The race took place at the meeting of the Bangor Swimming Club; and the victor's time was 7 min. 32 sec.

E. T. Jones and Willie Beckwith swim this (Saturday) evening for £200 and the 1000 yards championship in the Lambeth Bath, and ought to beat record time.

The *D. T.* Laureate, of "Johnson's Jump" renown, has crowned with bays another swimmer of mark. In his own gushing way, he writes:—

"To the celebrated names of Leander, Lord Byron, Lieutenant Ekenhead, Sir Patrick Colquhoun, Mr. Beckwith, and Captain Webb, must now be added that of Lord Clandeboye, who has ventured on the classic ground immortalised by the hero of Museus, and the author of "Childe Harold." The arduous feat said to have been accomplished by the lover of Hero, priestess of Venus, of swimming across the Hellespont and back again; the madcap freak of May 3, 1810, when Lieutenant Ekenhead, of the Salsette, and his companion, Lord Byron, swam from Abydos, to Sestos—or, in other words, from the European shore to the Asiatic; the pluck of Sir Patrick Colquhoun, who in 1840, and reckless of consequences, swam from Therapia across the Bosphorus and back, just to get an appetite for breakfast, have in their daring and energy been equalled, if not exceeded, by Lord Clandeboye, who recently, in a little over an hour, swam the Hellespont from Therapia to Beicos, from Europe to Asia, a considerably greater distance and a more arduous task than that accomplished by the English poet and the naval lieutenant. On the whole, Lord Clandeboye came out of the task with flying colours."

THE CHINNEY SCULLING REGATTA,

to take place on the Thames between Putney and Mortlake on the Friday and Saturday of this week, and on Monday next, has not moved the elder-dotted Thames and Channel Steam-Boat Company to open their hands as Mr. J. O. Lever, M.P., did. Nevertheless, Boyd and Hawden, Largan and Godwin, and the other pro. scullers will have good purses to scull for; no less than £120 in first and £20 as second prize for the seniors; whilst the juniors have £50 as first prize and smaller prizes to scull for. Putney has been quite lively with the practising of the scullers.

CRICKET.

Mr. A. G. Steel accomplished a remarkable batting performance yesterday week at Scarborough. Going in seventh wicket down, with the score of 50, he carried out his bat for 106, and mainly enabled the M.C.C. to beat Yorkshire by an innings and 35 runs. Bravo, Steel!

Mr. C. T. Studd has accomplished, perhaps, more than any of his colleagues this season in the Middlesex team, averaging 28·1 for seven innings, and taking twenty-seven wickets at an average cost of 15·8. The Hon. A. Lyttelton, with his batting average of 24·4, and his admirable wicket-keeping, ranks next in merit to Mr. Studd.

Kent is doleful under seven defeats, cheered by only three victories. Kent has been unlucky. Lord Harris went abroad, Mr. Frank Penn received a sunstroke, Mr. Blith was out of health in the early part of the season, Mr. W. H. Patterson smashed a finger in the University match. Mr. Blith has done his best to fill Lord Harris's place as captain, and that a greater share of success was not obtained was certainly no fault of his.

The Hon. A. and Hon. E. Lyttelton put together a capital 55 and 34 for I Zingari against Yorkshire at Scarborough on Monday.

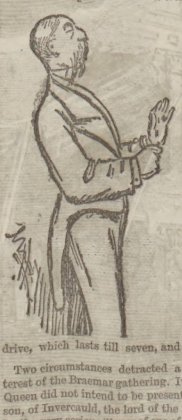
The Ovalshowed fair cricket on Monday, George Hearne batting particularly well for the Twelve against the Twenty-two in the ground bowlers' match.

The Lincoln Bicycle Club had a splendid meet last Saturday; and the Pickwicks gathered fairly the same afternoon at Stamford-bridge, where H. V. Cleaver, a Druid, was wise enough, with 40 yards start, to win the mile open handicap; time, 2 min. 59 2-5 sec.

The twenty-six hours' bicycle contest for the champion belt of Scotland and £70 in money prizes was brought to a close at the Recreation Grounds, Aberdeen, on Saturday evening. During the week Waller used a 53-in. machine, made by Humber, of Nottingham; and Lamb a 53-in. "Northern," by the North of England Bicycle Company, Newcastle. The following is the result of the contest:—Waller, 330 and the champion belt of Scotland, 379 miles (1 lap), first; Lamb, £15 (376 miles 4 laps), second; Battensby, £10 (367 miles 1 lap), third; Skeene, £7 (362 miles 4 laps), fourth; Clemhson, £5 (360 miles 2 laps), fifth; Roberts, £3 (236 miles), sixth.

Chat of the Gossips.

["WHAT THE *World* SAYS."]



HER MAJESTY'S life at Balmoral is very simple and uniform. The piper plays under her window every morning at eight; she has breakfasted and is out of doors by ten, from which hour she spends till noon in walking, and occasionally visiting at the cottages in the vicinity of the Castle; from noon until five, with half an hour's interval for luncheon, she devotes herself to work which may be termed official—reading despatches, State papers, &c., and writing memoranda and letters in connection therewith; at five she sets out for her daily drive, which lasts till seven, and occasionally later.

Two circumstances detracted a good deal from the interest of the Braemar gathering. It was understood that the Queen did not intend to be present, and Colonel Farquharson, of Invercauld, the lord of the manor, was kept at home by the very serious illness of one of his brothers at Brighton. Lord Fife's party consisted of himself.

Just as the sports were being terminated her Majesty, accompanied by Princess Beatrice and the lady in waiting, drove up in a waggonette to the gate of the field in which the games are held, but did not halt, and was scarcely observed by the little crowd in the meadow. Her Majesty wore a black straw hat and a large shawl of small check shepherd's plaid; the Princess wore dark grey.

A malignant genius has entered into the ranks of the Conservative party. The victories which the Conservatives won last week will cost them far more than defeats.

The Prince and Princess of Wales, accompanied by the Princesses Victoria and Maud of Wales, the Crown Princess of Germany and Princess Royal, and Princesses Victoria, Sophie, and Margaret of Prussia, paid a short visit to the Marchioness of Waterford last week at Highcliffe. The Royal party arrived in the Osborne about two o'clock in the afternoon, and were met on landing by the Marchioness, who conducted them to the residence. The distinguished visitors returned to the yacht about six o'clock in the evening.

The Prince and Princess of Wales did not return to town from the yachting season in the Solent without entertaining at luncheon, on board the Royal steam-yacht Osborne, the naval and military authorities at Portsmouth. Commander Lord Charles Beresford, with the prospect of the yacht being laid up during the winter months, and with no Parliamentary demands upon his time, wishes to have a turn of active service on a foreign station, and will probably, at an early date, vacate his present command on appointment to one of the vessels in the Mediterranean under the flag of gallant Sir Beauchamp Seymour, who is known in the Navy as "the swell of the ocean."

The Crown Princess of Germany has derived considerable benefit from her stay in the Isle of Wight, which she left on Sunday in the Queen's yacht Victoria and Albert for Havre, en route for her adopted land. Her children have also shown a great fancy for our southern gem set in the silver sea. The Princess has been delighted with picturesque Norris Castle, and has promised to pay another visit to it with her Imperial husband at no very remote period.

Don Carlos, who looks every inch the king he would like to be, takes kindly to our English life, and declares that France did him anything but an ill-turn when she gave him notice to leave.

Colonel George Knox, Scots Guards, has recovered sufficiently from his severe accident to resume the command of his battalion. He may be seen once more bestriding the author of the mischief (a mettlesome young Irish hunter), and, except to a very close observer, looking much the same as ever. It is rumoured that the regiment is about to lose the services of Lieutenant-Colonel Harford and the Hon. Thomas Cochrane.

Colonel "Freddy" Wellesley is Mr. Hollingshead's travelling companion in Russia. The cheery pair hope to make an extended tour, and to visit places not generally accessible to Englishmen. Colonel Wellesley speaks Russian fluently.

Sir Harcourt Johnstone will take his seat with the title of Lord Derwent.

The Hon. Lewis Wingfield sails for America on the 17th. He goes thither to produce three new plays which have been ordered and paid for by American managers. If English managers were to treat authors with as much consideration as the Americans do, we should hear little more concerning the dearth of dramatists in London. [But some English dramatists have no reason to complain: they have only to make business-like arrangements, and get quite as much as they deserve from British Managers.]

The earliest snowstorm on record visited Pontresina on Sunday, the 28th ult., and for two days the whole country round was clad in virgin white, and covered in by a deep-blue, cloudless sky. Amongst the latest visitors are Sir Henry Thompson, Mr. Reginald and Lady Elizabeth Cust, the Duc de Montpensier and son; Dr. Scott, the headmaster of Westminster, Herr Henschel, and M Gustave Doré. Mr. H. Labouchere, M.P., is at St. Moritz.

The result of the entertainment given by Mr. and Mrs. Bancroft and Mr. Arthur Cecil at Pontresina was 4000f. net, to be divided between the English church-building fund and the local charities.

Lord Clandeboye, whose sensational swim across the Bosphorus from Therapia to Beicos has eclipsed Lord Byron's famous exploit, is at present on a yachting cruise in the Mediterranean and the Levant with his tutor. The latter, a graduate of St. John's College, Oxford, is himself a swimmer of no mean order, and it is not so long since he carried off a prize by his powerful stroke in the 'Varsity swimming races.

The Earl and Countess Spencer have arrived at Aix-les-Bains, where they have taken a villa for a month.

Middlesbrough is about to honour at its "jubilee" the three men who chiefly made it what it is—the capital of North Yorkshire. The visit of the British Association gives a little interest to the affairs of the great town; and it may thus be worth noticing that it proposes early in October to unveil a statue of the late Mr. Bolckow; that a portrait of the late Mr. Joseph Pease will be presented; and that it is proposed also to add a statue of the partner of Mr. Bolckow.

On Saturday a party of visitors were caught in a blinding snowstorm while at the top of Ben Macdhui, near Braemar, Aberdeenshire. The snow fell to the depth of an inch.

Dr. Billing, who died last week in the ninety-first year of his age, was one of the kindliest of that kindly race, the great physicians of London. In bygone years he was the intimate friend and medical adviser of all the leading actors; and during the Lumley régime he was the consulting physician of the Italian Opera-House, of which he was a constant habitué.

Mr. D'Oyly Carte's new "Savoy" Theatre will be opened at the end of the month with "Patience," for which new scenery has been painted.

A correspondent requests me to expose the rascality going on among the Fulham officials. He says: "I have paid rates in the parish for six years. During that time no fewer than three of the tax-collectors have bolted (one two weeks ago) with the ratepayers' money; no statement of what is taken, or how much is refunded by securities, if any, is ever published, and the ratepayers have to grin and bear it. One of the defaulters cleared out with nearly £1000." If this be true, the state of affairs would certainly seem to require to be looked into.

When the newly-elected Dean of Westminster first went to Oxford as Master of University College—a post which, by-the-way, he only secured by one vote—he found the college overrun with the dogs of the undergraduates. His earliest act was to banish the dogs. "They made the place unseemly," he said, in a formal speech he delivered on the subject in the hall, "both by their noise and in other ways. Besides, they spoil the morals of my children."

In himself, however, Dean Bradley is a thoroughly likable man, a warm-hearted genial companion, and a great talker. But he is no preacher, and a bad man of business, and his manner is at times a little too sharp and incisive. He has some of the faults of the pedagogue, but is not a prig, and is devoid of conceit. Those who know him well are most unanimous in his praise; but he is not a character whom the undergraduate world could ever comprehend or sympathise with. He is too impulsive, too changeable, and too talkative.

Old Oxonians will hear with a feeling akin to regret that those two ancient hostelries, the Ship and the Maidenhead, will soon cease to exist.

WHAT EVERYBODY WANTS TO KNOW.—A gentleman writes:—"Since I have used Eno's Fruit Salt night and morning my headaches, &c., have quite left me; and this is after suffering for above twenty years. You should make this fact well known." Eno's Fruit Salt or Fruit Saline (prepared from sound ripe fruit). It is a pleasant beverage—sparkling, cooling, refreshing, and invigorating; it keeps the blood pure and prevents bilious attacks by natural means. Sold by all Chemists. Price 2s. 9d. and 4s. 6d. Beware of unprincipled worthless imitations.—[ADVT.]

Disasters in France.

FATAL FIRE IN PARIS.

THE fire last Sunday night in the Rue Port Mahon, which broke out in a ladies' outfitting establishment, was caused by the negligence of the shopkeeper, Mdlle. Boulet, who left on the counter a lighted lamp. Presumably some light object was caught in the draught and blown on to the flame. The whole of the ground floor must have been on fire before the alarm was given. It was then too late for the inhabitants of the other storeys to run down stairs. Five men showed great intrepidity in ascending to the windows and saving lives.

Nevertheless, many persons were burned to death. The calcined remains of a M. Duvivier have been found on the fifth floor. A Mdlle. Leroyer, who had on entering from a walk discovered the fire, ran up stairs to alarm her mother, who had gone to bed, and brought her down to the next floor, where eventually a fireman saved her. The smoke while the old lady was being carried down an escape-ladder forced Mdlle. Leroyer to go up to her own room. Taking an heroic resolution, she tore up sheets, knotted them together, and fastening them as a rope to the iron window-guard, began to descend. The [illegible] of spectators in the street looked on with bated breath. When she was half-way down a knot untied, and she fell. Her skull was smashed.

A young man who rushed forward to break her fall was overcome by her weight, and had his arms broken. In clinging to a cord which he had thrown out of an upper storey to save himself and his mother a vintner had his hand cut fearfully; but he hung on still, and succeeded.

A fireman, who had carried four women from the sixth floor, ascended for others. The floor giving way under him, he got out of a window on the fifth floor. Being pursued by the flames, and seeing a water-pipe at a projecting angle, he jumped at it and caught it. He hung on for five or six minutes, when he was rescued.

Another brave fireman volunteered to rush into the burning house and isolate the gas meter. He got his comrades to souse him first, and returned only a little burned and scalded. The fire broke out a half-past ten. In an hour the house was a mere shell.

THE FEARFUL RAILWAY ACCIDENT AT CHARENTON

Last Monday morning was witnessed by the King of Siam's brother and his suite. They were in the Marseilles express which ran into the Corbeil train. M. Roustan had come in it so far as Montargis, where he alighted to see a Minister who is staying at a country house in the neighbourhood. The Corbeil train, which was filled with business men coming up to their offices, had been shunted to make way for the express, which was coming at full speed, and, owing probably to the mistake of a pointsman, collided with the other. The shock was terrible. Several waggons of the Corbeil train were shivered like fragile glass. Thirteen people in it were instantaneously killed. A lady who was severely injured insisted on going on to Paris by the express which had waited, and died on the way. Nobody in the Marseilles train was wounded, but a gentleman has been paralysed by the shock. A police inquiry is going forward. Accidents are more frequent on the Paris, Lyons, and Marseilles line than any other. Perhaps it is because Southerns are much employed on it. The Southern is talkative and lazy—and negligent, as most glib-tongued persons are.

DYNAMITE OUTRAGE AT LILLE.

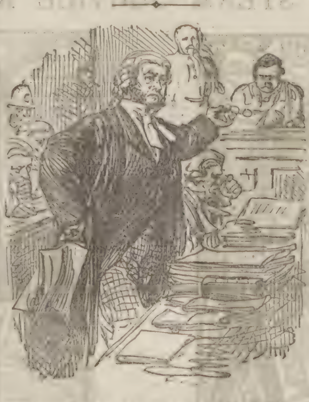
One Desbois, supposed to be a fraudulent bankrupt (a species of which many are to be found in London), committed an atrocious act last Saturday in Lille. He had been staying a week at an inn in Lille. Last Saturday morning Desbois told the landlord that he was about to leave for Amentières; but before his departure he called a cab and handed to the driver six small boxes, with instructions to deliver one to each of the addresses written on the lid.

The first of these was taken by the cabman to the office of a commission agent named Trachat, who proceeded to open the box in the presence of his [illegible], his son (a boy of thirteen), and the servant. The moment the lid was removed a violent explosion took place. Pieces of iron flew about in every direction, severely injuring M. Trachat about the face and body, breaking his jaw and knocking him down. Several of the boy's fingers were torn off, and he was badly bruised, the servant escaping with less serious wounds.

The second box, delivered to a Madame Delahaye, whose husband was absent, was somewhat less destructive. On being opened it also exploded; but, by a very good fortune, the three persons present escaped with a few cuts on the face. A fragment struck Madame Delahaye's son with such force as to bend the money contained in his purse.

The just punishment of these dynamite villains would be to tie them to the muzzle of cannon, and blow them into a thousand pieces. Such should be the sentence, too, passed on the would-be assassin of President Garfield—"to encourage the others" of a like kidney to Guiteau.

Law and Crime.



DECISION OF THE DOTEREL COURT-MARTIAL.

THE court-martial which has been sitting at Devonport for some days for the purpose of inquiring into the loss of H.M.S. Doterel on April 26, and the conduct of Commander Evans and the surviving officers of the vessel on that occasion, concluded its labours on Saturday, when judgment was given exonerating the officers and men from all blame. The opinion formed by the Court was that the disaster resulted from two explosions, the first of which they considered to be an explosion of gas evolved from the coal stowed in the bunkers. The destruction of the vessel is thought to have been completed by an explosion of the powder stored in the fore magazine, this latter being the result of the first explosion. The result of the patient and thoroughly exhaustive inquiry is so far satisfactory that it seems to finally dispose of the alarming rumours at one time circulated that the vessel had been blown up by an infernal machine maliciously placed on board. For the rest, the evidence given at the court-martial has brought to light the fact that great carelessness and laxity prevailed in regard to the ventilation fittings and some other matters on board the ill-fated vessel. No such explosion could ever have occurred had the coal bunkers been ventilated in a proper manner, and had due care been taken to keep the vessel free from gas. Unfortunately, as too frequently happens where the Navy is concerned, the experience now acquired has been bought at a terrible sacrifice of life.

THE OLD BAILEY.

Monday next, the 12th inst., the September sessions at the Central Criminal Court will commence. Mr. Justice Lopes and Mr. Justice Watkin Williams are the Judges on the rota.

LIFE IN LONDON.

Eliza Morrison, a girl of eighteen, was before the magistrate at Bow-street last Monday on a charge of deserting her illegitimate child. She had left it under some pretence with a boy in the Green Park, Hyde Park, and did not return to claim it. Her story was found correct, and she was discharged, Mr. Flowers advising her to go to the workhouse until a home was found for her.

A man named Richmond was on Monday, at the Middlesex Sessions, convicted of breaking into a shop in Hoxton with intent to commit a felony. A ladder was found raised to the first floor, a pane of glass had been broken, and the prisoner was discovered inside the house, with house-breaking implements in his possession. Three sentences of penal servitude were obtained against him, and he was now sent to penal servitude again for ten years, to be followed by seven years' police supervision.

A WINDSOR TRAGEDY.

John Dixon, a groom in the service of Sir Reginald [illegible], at [illegible] Park, had been courting a young woman at Old Windsor for some time, but had recently been supplanted in the lady's affections by a rival. [illegible] Dixon's [illegible] the lady-love, [illegible] the [illegible] John [illegible] The woman [illegible] Dixon was conveyed to the infirmary, where [illegible].

VALUABLE DISCOVERY FOR THE HAIR.—If your hair is turning grey, or white, or falling off, use "The Mexican Hair Renewer," for it will positively restore in every case grey or white hair to its original colour, without leaving the disagreeable smell of most "restorers." It makes the hair charmingly beautiful, as well as promoting the growth of the hair on bald spots where the glands are not decayed. "The Mexican Hair Renewer" is sold by Chemists and Perfumers everywhere at 3s. 6d. per Bottle.—[ADVT.]

STAGE AND ORCHESTRA GOSSIP.

THE PRINCE AND PRINCESS OF WALES and suite on their return to London honoured the performance of "Youth" at Drury-Lane Theatre with their presence on Saturday evening; and went to see "Janet Pride" at the Adelphi on Monday.

LIVERPOOL had comedy and drama to offer T.R.H.—David James in "Punch" at the Prince of Wales's; Clarence Holt (ye gods!) in "The World" at the Alexandra. The very names of these popular playhouses should have insured the attendance of the Prince and Princess, after whom they were christened. To-night sees the opening of the Court with "The Lancashire Witches;" and next Monday Henry Irving and Ellen Terry will drive "The World," happily, from the stage of the Alexandra, while Mr. Hare and the Kendals the same evening will go to the Prince of Wales's with Pinero's "Money-Spinner," &c.

"LOHENGRIN," as splendidly produced in English by the Carl Rosa Opera Company, is everywhere a big success. This incomparable Company is this week in Bradford at St. George's Hall, where one of Mr. Rosa's most recent recruits, but not the least charming, Miss Lilian La Rue, is to essay the role of "Carmen," Miss Clara Perry being the Michaela, on the current Friday.

THE KING OF THE SANDWICH ISLANDS visited Her Majesty's Theatre the other night to witness the performance of Haverly's Minstrels, the black diamonds of which shine brilliantly by comparison with the Moore and Burgess Minstrels.

MANCHESTER relishes Mr. Sims's "Member for Slocum" at the Prince's; and the Hare and Kendal company at the Royal; to say nothing of Boucicault's (or should it not be Mayne Reid's?) "Octoroon" at the Queen's. Mr. Sims has very likely a new success in his original farcical comedy of "The Gay City," written for Mr. Charles Majilton.

BIRMINGHAM is contented with its old favourite, Mr. George Rignold, in "Clancarty," at the Royal; and "The Corsican Brothers" at the P.W.

TOOLE AND TERRY rule the roast between 'em at Edinburgh—one at the Royal in Toole's [illegible] farce, t'other at the Princess's in Byron's "New Brooms;" whilst Auld Reekie can also be enlivened by "Cinni's Fleas" at Waverley Market.

THE PRESIDENT.

[TRIBUTE OF AN AMERICAN POET TO GENERAL GARFIELD.]

GREAT soul, rejoice! because thou hast this grace
Above all others for thy lot and part—
That thou through suffering should win the place
Nearest and dearest to the nation's heart.

Has it not cheered thee through the battle's flame,
And praised thy deeds with jubilant accord,
O knight of freedom worthy of thy fame,
O Christian soldier with a stainless sword?

Has it not honoured thee with place and power?
But now it loves thee—oh, reward most rare!
So count the bitter pain of each long hour
The price of days that shall be still more fair.

For now let Faction drop her evil-eye,
Envy and foiled Ambition slink away:
The nation stands beneath a lofty sky,
And every petty wrong forgets to-day.

Like as the children of one household band
Draw close together in the shade of death,
And have no quarrels then, but hand in hand
Watch lovingly the dear, uncertain breath,

So now there is no North, or South, or West;
There is no East. We are not four, but one;
Around thy bed of pain this is confessed,
And suffering is crowned when love is won.

FATAL RAILWAY COLLISION AT BOW.

Two men were killed and several people injured by a collision on the Great Eastern Railway, near Bow Station, last Saturday. A train of empty carriages was standing on the down line, when it was dashed into by a train going to Forest-gate from Fenchurch-street. The engine was smashed; as was also one of the carriages, while another was telescoped. We regret to say there were killed on the spot Edward Spencer, driver, forty-one years of age, single, and James Bartholomew, twenty-eight years of age, the stoker, a married man, with three children. There were also injured Mrs. Ann Ralph and Mrs. Elizabeth Emma Hill. Dr. Reed, of Archibald-street, and Dr. Dickinson, of Bow-road, were quickly in attendance.

The express train which left St. Pancras last Saturday night, while running at a high speed, overtook and ran into a heavily-laden goods train a little beyond Carlisle. The goods train was much damaged, and the engine and tender of the express were entirely destroyed. Fortunately, there were few passengers in the train, and these, with the exception of a severe shaking, suffered no injury.

Directors should be urged to settle once for all their differences with their men, and insure greater care in the working of the enormous railway traffic of England.

The enormous sale of HORNIMAN'S PURE TEA by some [illegible] Agents, Chemists, &c., at once testifies to the high approval it has received for its wonderfully strong, delicious, and invigorating qualities.—[ADVT.]

"KEATING'S POWDER" kills Bugs, Moths, Fleas, Beetles, and all insects (perfectly unrivalled); harmless to everything but insects. Tins, 6d. and 1s.—[ADVT.]

HAVE IT IN YOUR HOUSES.—LAMPLOUGH'S PYRETIC SALINE. The cure in Smallpox, Fevers, Skin Diseases, and Bilious Sickness. Sold by Chemists, and the only Maker, H. Lamplough, 113, Holborn-hill, London, E.C.—[ADVT.]

THE CUNARD STEAM SERVICE AT LIVERPOOL.

A PASSENGER'S SALUTE: "PENNY ILLUSTRATED PAPER!"

GOING ON BOARD THE TENDER.

THE FLIRTATION SALOON.

PASSENGERS GOING ON BOARD A CUNARDER.

ROLL-CALL OF THE CREW.

THE SHOWMAN

LADIES AND GENTLEMEN,—

Let us give the Happy Couple a turn! The good old times of the Dunmow Flitch of Bacon are long past; we live, indeed, in an era of Divorce; or it would undeniably be appropriate to present the Flitch for Conjugal Happiness to the Prince and Princess whose praises Liverpool is singing with gusto.

Yes; the Waleses are ashore on the Mersey with a vengeance. Liverpool heartily responded to the Proclamation which I ventured to hang out on the outer walls, thus worded:—

> I, CODLIN, Showman, and Master of the Revels, recommend that THURSDAY, the 8th September, the day fixed for the VISIT of their Royal Highnesses the PRINCE and PRINCESS OF WALES to LIVERPOOL, should, as far as practicable, be observed as a GENERAL HOLIDAY by the inhabitants of the City.
>
> Liberty Hall, Liverpool.

Need I say that Lancashire's famous port—ah! and a good, sound old port it is!—was quite equal to the occasion? To adapt the Laureate's verse—

> Tory and Lib'ral and Celt are we,
> But all of us leal in our welcome of thee,
> ALEXANDRA!

Liverpool is equally loyal to Prince Bonhomme. And a word in your ears! H.R.H. would do his best to make this island a far jollier and pleasanter place to live in than it is had he only the power. He has the will. "Merrie England" it would really be if he could make it so. Liverpool knows his Good Nature—not so common a virtue in this world that we can afford to overlook it—and Liverpool values his geniality aright. The Prince, on his side, knows how to knit friends to him; and, could he have dispensed with formality, this is the frank sort

of speech he would have liked to have made in answer to the Mayor of Liverpool's:—

"My Lord Mayor, my Lords, Ladies, and Gentlemen,—This is not the first time I have had the pleasure of paying fealty to 'The Lancashire Witches.' I acknowledge their charm and beauty, and surrender at discretion. I only wish the engagements of the Princess and myself permitted us to pay further homage to them by attending the first performance of 'The Lancashire Witches' at your new Court Theatre on Saturday night.

"But we have had a commercial duty to perform. Liverpool may well be said to stand for Britannia; and I have much pleasure in congratulating her on the general success that attends her efforts to rule the waves straight. May the new Docks further the prosperity of the port!

"It is true a sad and dark cloud now rests over our Mercantile Navy. The deplorable loss of the Teuton off the African coast will, however, I am confident, but increase the precautions which have made your Cunard service the admiration of the world. By unceasing vigilance at sea, and by the furnishing of each passenger-ship with a full complement of rafts and boats, kept in constant practice throughout the voyage, Liverpool will safeguard herself against having to mourn a calamity as great as the founder-ing of the Teuton!"

Liverpool, I may remark in confidence, is so lively and sensible a city that it is a wonder her citizens don't emulate the politics of the Earl of Sefton—Host of the Prince and Princess—to a man. Liverpool follows the lead of Lord Sefton in Coursing, why not to the poll? Be that as it may, friends, Liverpool is a City to be proud of; and Liverpudlians are downright good fellows, who can work hard, make plenty of money, and enjoy themselves when the day's work's done!

Observe next, Ladies and Gentlemen, that "Dagonet" turns "The Lights o' London" on at the Princess's Theatre to-night. I go out of my way to call attention to this new play because of the author's claims upon the public he devotes his studious days and nights to serve. There are dramatists, and there are sour journalists, with whom rudeness passes for repartee, insolence for wit. But George Robert Sims—"Dagonet"—has a soul and brain above such earth-worms. True, he has laboured early and laboured late for the diversion of the public, and not in vain, as many a popular farcical comedy can tell. But he has struck a deeper chord, and touched the PEOPLE'S heart in the best of his "Dagonet" ballads; ay, and in more than one rousing Radical lecture I've heard him eloquently and earnestly deliver. And I shall be very much surprised when I take my seat in the Princess's Theatre if this deeper chord—the chord of Humanity—does not vibrate through the new and original drama in which Mr. Sims is to tell us how—

With faces worn and weary,
That told of sorrow's load,
One day a man and woman
Crept down a country road;
They sought their native village,
Heart-broken from the fray;
Yet shining still behind them
The Lights of London lay;
O, cruel lamps of London, if tears your light could drown,
Your victim's eyes would weep them, O, Lights of London Town.

But "The Lights o' London" burn cheerfully still for many of us, I trust. These old eyes of mine are dimmer than when the long and seemingly endless rows of gas-lamps first dazzled my sight in the New-road; and all the hazy hopes they conjured up are not *quite* realised yet. Still, "The Lights o' London" glow kindly this September, and somehow are full of suggestions of autumn comfort—would I could say to all of us in this great City!

I haven't the heart to close without offering Mr. Lowther a pictorial tribute for the pluck—and audacity—he showed in winning the election for North Lincoln—henceforth Lowther Arcadia! Ye will notice the Right Honourable Jim is the Mephistopheles of this Arcadia. He has waved his wand, and brought Hodge Fair Trade. And yet Hodge is not happy. His starving cur barks at Lowther's heels; and Hodge's famished family gaze with dismay at their Lilliputian cottage loaf, and move Hodge to exclaim, "And *this* is what comes of Mr. Lowther's *Fair* Trade!" Happy Lowther Arcadia, where the corn of life will be taxed and labourers made paupers to gratify the whims of Mr. Lowther and his thick-headed supporters; where a Tory Government shall again squander the lives and millions of the People—till a Liberal Government shall again be called in to place the finances of Arcadia in order once more!

GODLIN.

Quips and Cranks.

SPELLING *v.* PRONUNCIATION.

THIS IS FRENCH.

'Twas during the recent Grand Prix,
A Frenchman as rich as could bix
Put up all his francs
On a roan horse's shanks—
"Ah me! I rained!" quoth hix.

SO 'S THIS.

There was a young girl from Eau Claire,
Who was witty and good, and stout faire,
All the other girls found
That when she was around
They were just counted out as neau whair.

AT THE HUB.

A person from Boston named Faneuil
Went boating and sat on the faneuil
Of a Glen Island yacht,
And the sun grew so hot
That he yearned for a lager beer tanceuil.

THIS IS MODERN ENGLISH.

There was a fat fellow in Harwich
Who asked a stout lady in marwich,
But starting for church,
He was left in the lurch,
There being no room in the guwich.

SO 'S THIS.

There was a young lady of Gloucester,
Whose parents hoped they had loucester;
But she came back one day
To their awful dismay,
So they called her a wicked impoucester.

THIS IS OLD ENGLISH.

A modest young student of Caius
Remarked: "Now, just ain't I the chaius
I've such shiny hats
And gorgeous cravats
That the boys yell, "Oh! what a bratius!"

INJUN.

There was a bad Indian—a Sioux—
Who never would say what he'd dieux;
But one night on the hill
He caught Tom and Bill
And sliced off the scalp of the tieux.

A LADY writes that no man will stare long at a woman who does not stare back. That sounds very well; but if she does not stare back, how is she to know whether the man has stopped staring or not?

"WHY ARE SO MANY AMERICANS named Ulysses?" asked an Englishman of a Yankee the other day. "Waal, Sir, I guess," was the reply, "that the real reason is that most Americans are addicted to foreign travel, and prefer to leave their wives tew hum while they wander around."

A STAGGERER FOR JEAMES.—Mr. Lawrence Jerome lately came to visit his niece, Lady Randolph Churchill, in London. Mr. Jerome accosts a stately footman: "Is Mr. Churchill at home?" (The footman shivers.) "Me Lud is in Ireland." "Humph! what's he doing in Ireland?" (The footman is silent with horror.) "Is Mrs. Churchill in?" (The footman quivers with indignation.) "Me Lady, Sir, is not down stairs yet." "Not up! Humph! A pretty time of day to be in bed! Well, you just tell Mrs. Churchill—" (The footman raises, and is about to summon assistance to eject the audacious intruder, when—a silvery laugh and a voice float down from over the bulusters: "I hear you, Uncle Larry. Come right in.") The footman, bowing low: "Oh, Sir—me Lud—pardon me. If you please, me Lud, this way."

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SULPHOLINE LOTION.—An eternal cure for skin diseases. There is scarcely any eruption but will yield to SULPHOLINE and commence to fade away in a few days. Ordinary pimples, redness, blotches, scurf, roughness, vanish as if by magic; while old, enduring skin disorders, that have caused the sufferer for years, however deeply rooted, Sulpholine will successfully attack them. It destroys the animalcules which cause these unsightly irritable affections, and always produces a clear skin. Sulpholine Lotion is sold by most Chemists. Bottles, 2s. 9d.

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The Complete Set of Pictures (Three), in handsome 2½ in. Gilt Frames, packed free, for 14s.!

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On receipt of this Coupon, with Money Order, Postal Note or Stamps, we agree to forward the above Pictures as per order.
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UNSOLICITED TESTIMONIAL FROM
BARONESS BURDETT-COUTTS.

"Stratton-street, Feb. 11, 1881.

"Messrs. Goodacre and Son.

"Gentlemen,—I beg to acknowledge the receipt of a copy of "The Birds' Friend," kindly sent by you to the Baroness Burdett-Coutts. Her Ladyship does not usually accept the numerous presents sent to her, but is very pleased with this, and would wish to recommend it to her friends. "Yours truly,

"F. G. PINN."

"Bewicke Main, Chester-le-street,
"May 21, 1881.

"Dear Sir,—I sent for the picture entitled 'The Birds' Friend,' and have much pleasure in testifying to the general satisfaction of all that have seen it as to its magnificence. It is simply delightful.

"Yours most truly, M. MADDISON."

"19, Cecilia-place, June 5, 1881.

"Messrs. Goodacre and Son.

"Dear Sir,—I beg to acknowledge the receipt of 'The Birds' Friend,' 'Little Miss Cheerful' and 'Dame Sprightly;' I am highly pleased with them. Have shown them to friends, and they are surprised at the price.

"Yours truly, W. MOLYNEUX."

"2, Rathmines-terrace, Dublin,
May 30, 1881.

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"Sirs,—I beg to acknowledge the receipt of the picture entitled 'The Birds' Friend,' with which I am highly pleased. It is greatly admired both for its beauty and cheapness. Please send 'Little Miss Cheerful' and 'Little Dame Sprightly,' and oblige

"ISAAC PEDLOW."

R. GOODACRE and SON,
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